

COUNCIL MINUTES
TIGARD CITY COUNCIL MEETING
SEPTEMBER 20, 2005

Mayor Dirksen called the meeting to order at 6:32 p.m.

Council Present: Mayor Dirksen; Councilors Sherwood, Wilson, and Woodruff.

1. WORKSHOP MEETING

- 1.1 Call to Order - City Council & Local Contract Review Board
- 1.2 Roll Call
- 1.3 Pledge of Allegiance
- 1.4 Council Communications & Liaison Reports

Mayor Dirksen announced he had attended an MPAC meeting last Friday and stated he would report on the discussions at a future Council meeting.

1.5 Call to Council and Staff for Non-Agenda Items

City Manager Prosser introduced Tom Coffee who will be serving as Interim Community Development Director.

Note: The Council heard agenda item #3 at this time.

3. BRIEFING ON AN I-5/HIGHWAY 99W CONNECTOR

Dan Brown, Capital Projects Manager for Washington County, introduced himself and Barry Hennelly, Senior Project Manager assigned to the I-5/Highway 99W Connector Project. Mr. Brown intended to give a PowerPoint presentation, but technical difficulties ensued and only a few slides were shown. Mr. Brown explained he intended to discuss the I-5/Highway 99W Connector within the context of the Major Streets Transportation Improvement Program (MSTIP). He informed the Council the county was extending their planning for the MSTIP through 2012 and it is anticipated \$138 million would be available, based on existing funding levels. The county board had decided MSTIP funds would be used for the countywide system. Two bridge replacements are planned and the county will be considering projects which compliment other MSTIP projects and improve north/south connectivity.

- Mr. Brown noted two projects related to the I-5/Highway 99W Connector:
- a. Engineering analysis of Tualatin-Sherwood Road to identify future projects.
 - b. Five million dollar undefined limited access arterial that would be critical to the functionality of the connector.

The geographic distribution of the proposed projects was discussed. Mr. Brown explained project priority was determined by staff and community input. Councilor Wilson commented congestion at Scholls Ferry and Highway 217 seemed to be a more serious problem than the county's proposed Scholls Ferry project. Mr. Brown responded that project affordability also affected which projects were selected. He explained there were many substantial, high-priority projects which were simply too expensive to be implemented. Mr. Brown noted the county was in the "public comment" phase of determining projects and the current list of projects met the general guidelines and goals of the Washington County Board of Commissioners.

Mr. Brown advised the preliminary engineering and environmental impact study for the I-5/Highway 99W Connector is estimated to cost \$10 million and will set the stage for further funding. Total project cost is thought to be between \$250 and \$280 million, so the project cannot be accomplished without federal funding.

Mr. Hennelly described the study area bordered by the Stafford Road exit on the east, Bell Road on the west and the Tualatin River on the north. He recounted the history of the bypass/connector. Mr. Hennelly relayed expansion of Tualatin-Sherwood Road would not allow for enough traffic volume to meet long-term needs. He reported the county, ODOT and Metro were all involved in the connector project. Mr. Hennelly discussed a north/south arterial which would bisect the connector and reduce industrial traffic on local streets.

Mayor Dirksen stated the city would support the connector concept because the connector could attract flow-through traffic currently using Highway 99W. However, the Mayor added the further south the connector extends, the less likely it is to reduce traffic on Highway 99W. The city may not support such a connector if the corridor is pushed too far south and fails to relieve congestion on Highway 99W. Mr. Hennelly concurred with this assessment, adding the further south the connector goes, the less it will benefit Washington County roads.

Mayor Dirksen noted it was good news the connector had been identified as a significant statewide project. Mr. Hennelly recounted the limited-access, high-capacity facility would be designed to reduce flow-through trips from local streets.

The Mayor inquired about the process and timeline for the project. Mr. Hennelly provided the following information regarding the steps of the process:

- a. Review Regional Transportation Plan amendment process
- b. Solicit input on the plan from jurisdictions involved
- c. Seek Metro approval of the Regional Transportation Plan
- d. Issue a notice of intent
- e. Move through an environmental impact statement process

Mr. Hennelly anticipated a 2 to 2 1/2 year timeline to complete the Regional Transportation Plan amendment. He added the environmental impact statement was expected to take another year and a half. Mr. Hennelly reported he expected to have a 30 percent level of design completed within four years. This would include the layout plan, but bid-ready documents would probably require another year's worth of engineering work.

Mayor Dirksen recounted that even with funding in place, it would be about six years before the project would break ground.

Mr. Brown and Mr. Hennelly offered to meet with the Council again.

The Mayor requested documents related to the process be forwarded to the Council.

Note: The Council heard agenda item # 2 following agenda item # 3

2. JOINT MEETING WITH THE INTERGOVERNMENTAL WATER BOARD (IWB) TO DISCUSS TIGARD'S WATER SUPPLY OPTIONS

Public Works Director Koellermeier introduced this item and gave a PowerPoint presentation entitled "Tigard's Water: A Supply Update." The presentation is on file in the City Recorder's Office. The following members of the Intergovernmental Water Board were present: Dick Winn, Bev Froude and Bill Scheiderich.

Mayor Dirksen inquired about the status of the various long-term water supply options and their respective costs. Mr. Koellermeier responded, with an optimum group of partners, the options from least expensive to most expensive would be as follows:

- a. Lake Oswego option
- b. Willamette River option
- c. Joint Water Commission (JWC)/dam raising option
- d. Portland water option

Mr. Koellermeier confirmed the Lake Oswego option, with the Clackamas River as the source, has the potential to be a stand-alone supplier. He added the planning timeline being considered is 2050. Councilor Woodruff added he was enthused about the Lake Oswego option. It is the least expensive and least politically charged option. He noted Lake Oswego needed to upgrade its equipment and could benefit from a partnership with Tigard.

The expense of the Portland water option as it relates to rate structuring was discussed.

Mr. Koellermeier commented that several partners, including Tigard, would be removed from the JWC water supply, should the height of the proposed dam be reduced.

Mr. Koellermeier addressed the timeline of the various options, noting the Lake Oswego and Willamette options could be operational in the shortest amount of time. However, the city will need to identify an interim water supply since none of the options under consideration, except the Portland water option, would be operational by the end of the current Portland contract.

Mr. Koellermeier explained that should the Lake Oswego option be selected, he anticipated Tigard and Lake Oswego would form a holding company or agency, giving water rights to both partners.

Mr. Scheiderich commented the Portland water option would require Tigard to pay for a specified amount of water, even if that water is not used.

Concern was expressed over the level of progress and costs associated with exploring the JWC option.

4. BRIEFING ON THE APPLICATION OF PUBLIC FACILITY STANDARDS IN PRIVATE DEVELOPMENT AND CAPITAL IMPROVEMENT PROGRAM PROJECTS

City Engineer Duenas introduced Kim McMillan, the city's Development Review Engineer, whose job it is to apply standards to development projects. He also introduced Dick Bewersdorff, the city's Current Planning Manager, who is responsible for policy-related decisions/adjustments. Mr. Duenas gave the staff report and PowerPoint presentation entitled "Public Facility Standards," which is on file in the City Recorder's Office.

Relating to the application of standards in the pre-application process, Ms. McMillan relayed she considers the following:

- a. Functional classification, or type of street, such as local, arterial, neighborhood route or collector.
- b. Bike Master Plan to see if it is designated as a facility now or in the future.
- c. Multiple Lanes Map.

Ms. McMillan explained there is little flexibility when applying the standards, with the exception of the local street, where some options are available, based on trips generated. Planter strips and logic behind their use was discussed.

Mr. Bewersdorff commented that adjustments to the standards are limited to circumstances where the potential adverse impacts exceed the public benefits. Mr. Bewersdorff recommended the Council change, rather than waive standards, if the Council did not support the application of certain standards. He noted such a change would require both a Planning Commission and City Council hearing. He also noted current standards were based on statewide planning goals, federal and state regulations, Metro policies and other requirements.

Mr. Bewersdorff advised standards must be justified, applied consistently, and show no favoritism.

In response to a question, Mr. Duenas replied state law requires that all collectors and arterials have bike paths. The city has adopted a Master Bike Plan which details bike lanes and bike connectivity throughout the city. Mr. Duenas explained if the Master Bike Plan was not followed, the city would lose this connectivity.

Councilor Wilson noted a citizen had presented information which indicated the state required a bike plan, but did not require bike lanes on collectors and arterials. Councilor Wilson remarked bike lanes didn't seem to get much use and suggested the cost to create bike lanes may not be justified.

Mr. Duenas stated bike lanes were needed on collectors and arterials for cyclist safety. He also said bike lanes were important to local and neighborhood streets since this is how cyclists gain access to major roads.

Mayor Dirksen clarified the state requires the city to have a logical bike route plan, but it's the city code which specifies arterials and collectors must have bike lanes.

It was noted the bike lane question has come to light in connection with proposed improvements to 79th Avenue. Although developers typically fund

street improvements, in this case, some property owners may be required to pay for such improvements.

Meeting recessed at 8:13 p.m.

Meeting reconvened at 8:18 p.m.

5. DISCUSSION OF OPTIONS FOR THE PROPOSED 79TH AVENUE LOCAL IMPROVEMENT DISTRICT (LID)

City Engineer Duenas gave the staff report and PowerPoint presentation entitled "79th Avenue Improvements – Discussion of Options," which is on file in the City Recorder's Office. Development Review Engineer McMillan was also present for this item.

Mr. Duenas advised some residents along 79th Avenue have expressed concern over planter strips and bike lanes.

Mayor Dirksen summarized two issues the Council needed to provide direction on:

- a. How does the Council wish to proceed regarding formation of the LID?
- b. What are the preferred options related to residential cross sections and right-of-way.

The Mayor proposed the city not require planter strips in front of existing homes. He also suggested the right-of-way be developed for bike lanes, but such lanes should not be striped and could be used for parking until such time as they are needed. The Mayor also advocated for traffic-calming devices, such as curb-outs, to be built into the plan.

Councilor Wilson expressed concern about allowing parking now and taking it away later.

The Council engaged in further dialogue regarding parking, traffic-calming issues, and use of the Street Maintenance Fee.

Councilor Woodruff spoke for the Council, giving direction to allow developers to perform street improvements without the formation of an LID.

The Council asked for an estimate of the cost to complete the remaining street improvements, factoring in the work likely to be performed by developers. Mr. Duenas said he would return in October with the cost estimate and a resolution to terminate the LID.

6. PRESENTATION AND DISCUSSION OF WASHINGTON COUNTY ISSUE PAPERS RELATING TO BULL MOUNTAIN

Community Development Director Hendryx provided the staff report for this item. Mr. Hendryx relayed the county, through series of requests from the Board of Commissioners and citizens, evaluated a number of issues related to unincorporated Bull Mountain. He briefly described each Bull Mountain issue paper and explained the county board had not taken action on the issue papers. The board is slated to hear the item later this month.

Mr. Hendryx advised the primary issue is who will ultimately have responsibility for the planning and growth of the unincorporated area and Area 63 and 64. The county's comprehensive plan has designated Tigard as the ultimate provider of urban services for the Bull Mountain area. Since 1983, the City of Tigard's comprehensive plan also designated Tigard as the long-term service provider for parks, planning and municipal services. The issue is, does the Council support the existing policies which identify Tigard as the ultimate service provider? Mr. Hendryx declared city staff intends to present the Council's position on the Bull Mountain issue papers to the county next week.

City Manager Prosser noted staff thought the information contained in the papers was factual and accurately represented the history of the issue. He asked the Council if they would like to relay any comments to the county regarding the city's willingness to address the issues of parks, density, traffic, and planning for the unincorporated area. He stated it may be worthwhile to tell County Commissioners that Tigard is attempting to work with Bull Mountain citizens and address their concerns.

Several Councilors expressed concern the county has identified the city as the ultimate service provider, yet the county's actions are inconsistent and don't always support this message. Mayor Dirksen asserted the county is going to have to address how the city actually becomes the ultimate service provider for the Bull Mountain unincorporated area.

Councilor Woodruff expressed disappointment that the informal process related to the Bull Mountain issue papers did not seem very inclusive. He noted the county was not actively seeking the city's input. He asserted the city had made its position clear and it was up to the county to take action.

Councilor Wilson concurred by saying the county ought to create some mechanism for annexation, or get in the business of providing urban services. Addressing the tax inequities, he noted if the county raised taxes to supply the same level of service provided by cities, annexation would

not be controversial. Councilor Wilson questioned whether the county had the political will to do this, and suggested the county needed to decide whether it was going to facilitate the annexation of unincorporated areas.

Mr. Hendryx proposed the Council meet with County Commissioners. Several Councilors noted the ball was in the county's court and the Commissioners needed to make a decision. It was noted no county representative was attending the meeting.

Councilor Sherwood expressed her frustration over the mixed messages the county had provided to the city, Bull Mountain residents and the media.

Several Councilors commented the city was fighting the county's battle and the Councilors were tired of conflict created by the situation. They added the city has repeatedly stated it was willing and able to take on the responsibility of the Bull Mountain area, but the county needs to create a mechanism to make this happen. The Councilors declared they were not willing to continue with the current arrangement indefinitely.

7. DISCUSSION OF GRAPHIC IDENTITY/BRANDING DESIGN CONCEPT

Assistant to the City Manager Newton introduced this item. Mr. Marcusen, of Marcusen Design, had contracted to work with the Council to develop a new graphic identity for the city. Mr. Marcusen presented the Council with pages of design options. Features such as the number of colors, readability, shape, abstractions, tag lines, font and legibility were discussed and critiqued. Council members identified several sample logos they liked and asked Mr. Marcusen to refine these selections.

8. COUNCIL LIAISON REPORTS: None

9. NON AGENDA ITEMS

The following administrative items were discussed:

- a. October 17 – Joint Meeting with Tualatin City Council and the Tigard-Tualatin School District
The Council discussed including the cities of King City and Durham in to this meeting. The Council agreed it was appropriate to invite both King City and Durham.
- b. October 18 – Joint Meeting with the Senior Center Board
Loaves and Fishes will provide the Council's dinner at 6 p.m., with the meeting starting at 6:30 p.m.
- c. September 22 – Citizen Leadership Series begins

- d. September 24 – Dinner with Indonesian delegation at Hunan Pearl, 6:30 p.m.
- e. September 27 – Indonesian delegation reception at the Tigard Public Library, 5:30 p.m.
- f. September 27 – Council meeting
- g. September 30 – Council Training Session at Councilor Sherwood's home, noon. This may need to be rescheduled if Councilor Harding cannot attend.

10. EXECUTIVE SESSION: The Tigard City Council went into Executive Session at 9:35 p.m. to consult with counsel about current or potential litigation under ORS 192.660(2)(h).

Executive Session concluded at 9:46 p.m.


11. ADJOURNMENT:

Motion by Councilor Wilson, seconded by Councilor Sherwood, to adjourn the meeting.

The motion was approved by a unanimous vote:

Mayor Dirksen	-	Yes
Councilor Sherwood	-	Yes
Councilor Wilson	-	Yes
Councilor Woodruff	-	Yes

The meeting adjourned at 9:47 p.m.



Greer A. Gaston, Deputy City Recorder

Attest:



Mayor, City of Tigard

Date: 11.8.05